



Colne Valley Classic and Vintage Club Newsletter

The CVCVC was formed in 1989 to encourage interest in Historic, Vintage, Classic Cars and Motorcycles



September 2021



**CVCVC July 2021 Classic Vehicle Show at the Thatcher's Arms Mount Bures
The first Club Gathering for Seventeen Months**

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Editor's Intro

I hope you and your families are keeping safe and well.

At the time of going to print, reduced Covid regulations are permitting social events to take place, albeit with certain precautionary recommendations for social gatherings, (restricted numbers, spacings and wearing of masks).

Excellent news, the postponed Cento Miglia 2021 will go ahead on 3rd October, further information on page 2.

The July informal Classic Vehicle Show held at the Thatcher's Arms was a great success, with thirty-four classic cars and a motorcycle on display, plus giving club members the opportunity to meet up and chat with one another. With warm dry weather during the evening, the rural venue was the perfect setting with a backdrop of the Stour Valley. The following week the Club held the first Midweek Lunchtime meeting since February 2020. The Crown in Hartest was the venue with twenty-five members attending.

Good articles in this month's Newsletter – Event reviews, A Lockdown Project, Frank Burgess uses his time, to bring a neglected 1974 MGB GT back to road worthy condition. John Goodman reports on the Club's Classic Vehicle Show and the July VSCC Hertfordshire Tour. There is the usual 'Guess the Car' feature, a unique challenge, hard to believe how much this classic is worth.

The CVCVC now has a Club Safeguarding Officer Julie Ingram, who has kindly taken on the role

Only six pages this month and my "Future Copy" file is practically empty again, so your articles for September's Newsletter will be most welcome.

Stay Safe Chris Sharman.

FORTHCOMING EVENTS

Coronavirus (COVID-19)

In line with the Government's lockdown easements. The CVCVC has commence monthly Midweek Lunchtime meetings and Evening events. Nevertheless, the Committee are monitoring the Coronavirus situation and will keep members informed through the CVCVC Newsletter and Parish Notices if there are changes to the Government regulations.

Aug 18 Club Evening - 8pm. Michael Hipperson - Ferraris, Lambos and GT40s - Halstead Football Club.

Aug 26 Midweek Midday Meet Up – Horseshoes Inn Cockfield IP30 0JB.

Sep 14 Club Evening - 8pm. Michael Hipperson - An Evening with Rosemary Smith - Halstead Football Club.

Sep 30 Midweek Midday Meet Up – Horse & Groom Cornish Hall End CM74HF.

Oct 21 Club Evening AGM – Gt Maplestead Village Hall.

Oct 26 Committee Meeting – 7.30pm.

Oct 28 Midweek Midday Meet Up - Venue TBC.

Nov 17 Club Evening –8pm. Motoring Quiz – Host – Bob Chaplin Halstead Football Club.

Club Information

The CVCVC is open to all enthusiasts with an interest in vintage and classic cars and motorcycles

The CVCVC Committee

Chairman	John Goodman
Treasurer	Martin Brown
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor	Chris Sharman
Webmaster	David Singer
Events Co-ordinator	Stuart Black
Committee	Chris Harman
Members	Bob Chaplin

CVCVC Membership

Club Membership is open to enthusiasts with an interest in vintage and classic cars and motorbikes. Membership details can be obtained from Roger Martin.

New Members We are pleased to welcome Julie Ingram who is our Club Safeguarding Officer and Bob Knight - Alfa Spider.

The CVCVC and Electronic Media

eNewsletters

The majority of members now receive this newsletter, on a monthly basis, by email. If you receive the black and white copy by post and would like to receive the full colour edition by email, for home printing, then please contact Roger Martin.

Electronic mailings

Regular updates are sent out with reminders of lunch meetings and information on our evening speakers. Additionally, these include more details of forthcoming club events and activities. To receive these, please make sure Roger Martin has an up-to-date email address for you.

Club Articles

The Newsletter always requires articles, so please forward details to the editor on your vehicle's motoring experiences, event reviews, or restoration and technical stories. New feature ideas are always welcomed.

October Newsletter

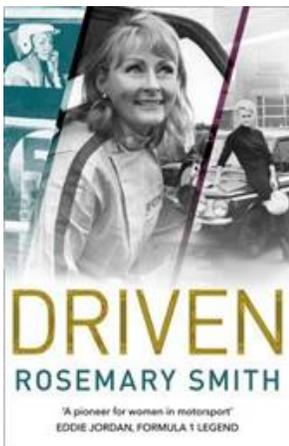
Would you please forward articles by email or post before Monday 13th September.

DISCLAIMER

The views, opinions and any technical advice printed in this Newsletter are not necessarily those of the Committee or Editor and should not be taken as such. The CVCVC accepts no responsibility for the results of following contributor's advice.

Future Club Events

**Tuesday 14th September –
Michael Hipperson –
An Evening with Rosemary Smith**



Michael Hipperson has arranged for Rosemary Smith to give a talk on her rallying career.

Rosemary won the Tulip Rally in 1965 driving a Hillman Imp. Competed in the 1968 London to Sydney Marathon Rally, driving a not so reliable Lotus Cortina. For the following 1970 London to Mexico World Cup Rally, she drove an Austin Maxi to 10th place.

Quoting Eddie Jordan, "In the sixties and seventies motor racing was cool and Rosemary Smith was the Queen of it. She was a Dusty Springfield lookalike and was incredibly attractive behind

the wheel". She is also the eldest person to drive a Formula 1 car. Rosemary is a wonderful storyteller and this is an evening not to be missed.

During the CVCVC Evening, there will be the opportunity to buy Rosemary's recent book "Driven".

Rescheduled Date Sunday October 3rd

A fun day out with your classic/veteran/much loved car
We offer a start venue providing a drink and bacon butty, and a chance for you to view all the cars taking part in the event – a route through the beautiful lanes of Suffolk and Essex – coffee and lunch break – and a spectacular finish at a well-known beauty spot.

Booking details to follow

Autumn Scatter Run (Provisional Notice)

George Wilder has kindly offered to organise another Autumn Scatter Run. However, there are only a few dates to choose from before inclement weather sets in, plus Motorsport UK have revised the regulations for participants. Preparations are currently ongoing with further details to follow,



Ufford Vintage & Classic Car Show

A note for your diaries, this popular event will take place Saturday 4th September adjacent to the White Lion Inn. The gates will open from 10am.

Due to Coronavirus, it is advised to check the internet nearer the time to ensure the show is going ahead.

Editors Space Filler

Text-Email Scams – Beware

A recent Daily Telegraph article focused on internet/text fraud using additional postal/parcel payments to gain access to your bank details, allowing the fraudsters to steal your savings.

Last month I received an email supposedly from Royal Mail to say I had not paid sufficient money on a "Signed For 2nd Class" parcel and the difference could be paid online by providing the following details, etc. I knew the email was fraudulent as the 'royalmail.com' address had unusual digits.

Shortly after my daughter Fiona received a text; similar story - incorrect payment - could be rectified with balance of payment paid online etc.

She was caught unaware and gave away her personal and bank details, thought nothing of it, until the next day a "Barclays" spokesperson phoned to say her bank account had been hacked and he could assist Fiona in moving her account to another bank! Fortunately, she realised he was part of the scam, the clue – A bank will only allow £10,000 to be transferred at a time, plus would never transfer a complete account to another financial establishment. The fraudster insisted on one complete transfer, that happened to be a vast deposit for their pending house move. She challenged the fraudster who unsuccessful, quickly rang off. Fiona and Richard without delay, changed all their personal/financial passwords. Beware!



**The Cento Miglia 2021
Invite You to a Classic Car Run**

CVCVC Classic Vehicle Show Review

Dear CVCVC Members

I am writing this just a matter of days after the Classic Car / Motorcycle Show held at *The Thatcher's Arms*, Mount Bures and I cannot begin to express my delight in having been able to welcome so many of you back to the club's first event in 18 months.

We were blessed with a perfect summer's evening and to see the field overlooking the Stour Valley filled with members' cars and motorcycles was a wonderful sight and a joy to behold with pockets of people with heads buried under bonnets or deep in conversation - it was just like old times!!

This year, of course, the show took on a more informal appearance for despite it taking place a few days after what the Government had deemed to be "Freedom Day", there was always that chance that our plans would be thwarted at the final hurdle but the informal feel with a most eclectic display of cars from all eras "mixing it", so to speak, just added to the occasion.

It was so good to witness the return of many CVCVC 'regulars' and stalwarts but, by the same token, I noted one or two cars which I do not recall having seen before, in particular the wonderful Flatnose Morris (Cowley or Oxford?) and the delightful Morris 8 Tourer (*many of you will know of my affection for the Morris 8 as such a car was my first foray into motoring in 1963!*). I was also especially taken by the beautiful Lancia which transpired to be the latest acquisition of Mike & Christine Wilkins and Mike told me that the LHD car, although now on a UK 'F' plate, began its life in Florence.

We were even able to sign up a new member who had been encouraged to join by David Ward so a very warm CVCVC welcome to Bob who, of course, brings another Alfa Romeo to our ranks.

Before closing, I must also express a special 'thank you' to Roger and Anne who took on the lion's share of collecting the names and telephone numbers of all those present as part of the 'Track & Trace' system required by the venue.

Finally, therefore, my immense thanks once again to all members who not only came to the Classic Car / Motorcycle Show but, equally, to each and every member who has given CVCVC loyal support throughout the troubled and uncertain times which we have all faced over the past 18 months and I most sincerely hope that you have all come through those times relatively unscathed.

It just proves the wonderful camaraderie which exists within the club.

With best wishes
John Goodman
Chairman

John's letter sums up how successful the CVCVC Classic Vehicle Show was, with 34 varied classic cars and a Matchless motorcycle on display. The vehicles portrayed seven decades of motoring development and the condition of them was exceptional. Interestingly there were four desirable Italian sports cars exhibited.

No trophies this year but if you had to nominate "The Car of the Show," my money would have been on Mike and Christine Wilkin's beautiful Lancia Fulvia Coupe.

The following photos from Chris Harman show the diversity and standard of vehicles displayed.

Chris Sharman





A marvellous display of classic vehicles, the equal to any advertised show. Hopefully, next year the Club will be able to return to the normal "trophy/class" procedure.

A Lockdown Project

It was lockdown...I was bored...I needed something to do, so I bought an MGB GT in Chelmsford. The car I went to see was hopelessly rotten...but standing next to it was a 1974 blue GT, with wire wheels, and chrome bumpers. I think it may be one of the last chrome bumper cars built. The seats, and front grille were just thrown inside alongside the front bumper and a new valence. There were no interior carpets, and no batteries, but the body was largely intact. The driver's floor was new and there were substantial welded repairs to the inner wings, boot and passenger floors.



The car came with a lot of invoices for body repairs, and an engine rebuild...about £5000 in all, so I decided to buy it.... hired a trailer and towed it home that evening.

In the morning, I looked at the car.... you know the feeling, 'why the hell did I buy this heap?' I thought my morale might improve if I started by making it look better. The passenger door had an enormous hole in it, so I fitted a good secondhand one, fitted the new front valence, refitted the front wings, and started on filling imperfections, (plenty of those!).

CARS (the car paint suppliers) in Latchingdon matched the Teal Blue paint and gave me some self-etching primer. This last was excellent for stopping any corrosion on the derusted areas, and eventually my son and I resprayed the repaired areas.

The 2 x 6-volt batteries were dud....so I rewired and fitted a 12-volt battery in the driver's side housing. The internet provided a set of seat covers for the front and back seats, plus a set of black carpets and new door cards. And so, to the engine, which was running when I bought the car. I checked that the compressions were good, continued by overhauling the seized distributor, then overhauled the carburetors. These are the later HIF type with the float chamber in the bottom. I fitted new copper HT leads, checked out and refitted the SU electronic type fuel pump.

Of course, there was other stuff...it wouldn't stop... overhauled the master cylinder...clutch not disengaging... overhauled clutch hydraulics...fit missing nut and split pin to the front suspension, replace the leaking water pump. The aluminium bonnet kept bending where the hinges fitted so I secured them with stainless bolts.



It's now running...it's not perfect, it looks it's age, but I like it...and perhaps when it arrives at a club meeting you'll be kind to it...as it will be its first use in 20 years and the MG and I need encouragement!

Frank Burges

July Midweek Midday Lunchtime Meeting at the Crown Hartest



The first CVCVC Lunchtime meeting for seventeen months was held at the Crown in the attractive village of Hartest. Twenty-five members visited the pub, rather fewer than normal, but these are still not quite normal times.

The pub is an attractive place to eat with a menu a grade above "pub grub". As befits a lunchtime meeting, there was a generous selection of members cars on display, including Andrew Fleetwood's Flat-nose Morris, Roger Martin's MGF, John Gregory's Morris 1000, Si Holder's Austin 7 Chummy, Leigh Sebba's Morgan Plus 4 Plus, Charles Soule's Morris 1000, James Portway's Jaguar E-Type 2+2, Keith Dunn's Gilbern Invader Estate, David Singer's Austin Healey 100 BN1. Not sure who owned the Rover 2000. Apologies for any members classic omitted.



James Portway's Jaguar E-Type 2+2



Graham & Ann O'Connor's Mini Scamp



Keith Dunn's Gilbern Invader Estate

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David Singer's Austin Healey 100 BN1



Si & Cathy Holder's Austin 7 Chummy



One of the Rarest Morgans, Leigh Sebba's Plus 4 Plus

The August Midweek Lunchtime Venue is the popular Horseshoes Inn Cockfield.

Chris Sharman

Meeting information and photos from Roger Martin

Guess the Car



This is probably the hardest classic car to identify, judging by the appearance, the skeleton frame has just come from the grit blasters.

Clue - When fully rebuilt this car will be worth a small fortune.

Answers to the editor; next month I will show the beautifully restored car.

The Hertfordshire Tour

As a VSCC member I was, of course, aware of the Hertfordshire Tour which had been planned for 1st July 2021 and although I was uncertain at first as to whether or not to follow this event, an e-mail from my good friend and fellow CVCVC member, Leigh Sebba, which contained further details of the route prompted my decision to do so.

Leigh told me that he had secured an entry in the extremely rare Morgan 4/4 Series One which boasts an impeccable provenance in that it is the ex-Prudence Fawcett car which she drove during the Le Mans 24 Hours race in 1938. Leigh added this car to his 'stable' of Morgan motor cars some years ago and he has enjoyed outings at both the Le Mans Classic and British circuits, but he felt that the VSCC Hertfordshire Tour would provide a perfect opportunity for this car with a history steeped in competition to be given a rare airing on the public roads.



Thus, on 1st July I made my way to Great Bardfield to await the arrival of the first of the entry of approximately 35 cars and after almost two hours (!) two Vauxhalls appeared from the direction of Finchingfield to be closely followed by a Three-Wheeler Morgan and then Leigh in the 4/4.

Leigh, and his navigator Peter Cole, a fellow Morgan racer, obliged with a stop virtually opposite where I had parked in the village although it transpires that the proverbial comfort break was required and Peter wished to visit the local Co-op to obtain some sustenance. I am not sure if they were successful in the former requirement as "The Bell" public house was closed so I bade them farewell and they pressed onward to Thaxted.

I remained in the village to view some more of the entry as it ventured through and then retired to a rather charming tea rooms for a sandwich lunch. While quietly enjoying the said lunch at an outside table I was greeted by the familiar voice of George Wilder who, with Susie, just happened to be passing through Great Bardfield having had previous business in Dunmow. They therefore joined me for lunch and we were able to chat and put the world to right as we watched a steady stream of 'real' motor cars drive through an idyllic Essex village. The right-hand turn on the route was all but adjacent to the tea rooms and Susie subsequently found her niche in acting as a guide to the substantial number of entrants who were missing the finger post sign to Thaxted! I don't think that the "Road Closed" sign (albeit at a later date) assisted the navigators in their endeavours!!

I then took my leave of George and Susie to return home having witnessed some delectable cars making their way around the lanes of North Essex on their return to the start in Barkway, Hertfordshire and I am indebted to Susie who has since provided me with a small selection of photographs taken on her mobile 'phone after I had left Great Bardfield.

John Goodman

PS The attached photograph is of Leigh Sebba and Peter Cole in the ex-Prudence Fawcett 1938 Morgan 4/4 Series One Le Mans, FXD 280.

A very famous Morgan – 13th in the 1938 Le Mans (5th in class), 163 laps, 1380 miles averaging 57mph. The following year, 15th (2nd in class), 184 laps, 1558 miles averaging 65 mph. **Ed**

The Future is Electric - Negative Points

Question - I don't know how many moving parts there are in a typical internal combustion engine and gearbox, but I would guess several hundred. The last time I repaired my grandson's Scalextric car, I noticed that its electric motor had only one moving part. So why are modern EVs so expensive?

Answer - It's the batteries. The cooling system accounts for £1,000, then the batteries themselves cost £200 per kWh. Multiply that by 36kW or 64kW or 80kW and you can see how the cost soon adds up. **Acknowledgement to Honest John**

Battery production coming to Sunderland. Just how that fits in with saving the worlds resources remains to be seen. Raw materials shipped in from around the world. You never see the comparison of the environmental impact of building a diesel drive train and an electric one and its battery production and recycling. Nor a comparison of vehicle lifetime damage to the environment. Ever wondered why? And of course, don't forget the vehicle electric emission free status is only at point of use. The emissions take place elsewhere! And it's looking like electric car and van production will save our car industry. Watch this space!
Gordon Levett

Gordons Goings On, September 2021

With the restrictions and travel rules changing at the drop of a hat, let's hope we get through the next few weeks without the situation deteriorating.

Driving down to Spain is not looking likely in the short term, as we could easily be caught up in isolating and testing rules which could be expensive, especially if the French think there is money to be made!

We are getting a bit more adventurous than before and agreed to a family gathering for the first time since Christmas 2019. Julia has resumed her live choir rehearsals, and is contemplating going back to the gym, and I hope to get to the car club meetings.

I enjoyed the meeting at the Thatcher's Arms, and while I didn't get to speak to everyone, it was lovely to see all the cars again. There were some I hadn't seen before, and it's good to think you haven't all been wasting your time on things other than cars and bikes. Kevin's Matchless was looking good. First time I had seen it.

The bike clubs are getting out a bit more with the warmer weather and I've managed to lead a few rides around Essex and Suffolk, even stopping for lunch, socially distanced outside of course. It's good to see the enthusiasm for the old bikes hasn't wained over the last couple of years. We have had some good turnouts for both clubs. I've even had the old BSA out a few times. Ten years of 911 ownership coming up in October. Where has that time gone?

It's an interesting situation at the moment with the announcement of increases in the cost of electricity. Are domestic consumers going to bear the entire capital costs of reconstructing the nation's electricity supply?

The last F1 race must have been one of the most bizarre races ever. I don't remember ever seeing such chaos at the first corner of a race, other than in Formula Ford back in the seventies and eighties. They were usually caused by over enthusiasm and lack of ability. I find it hard to believe Bottas had either of those issues. Anyway, Lewis made the best of a bad job, Alonso gave him a lesson in how to drive defensively, and although I'm not a great fan of Vettel, he didn't deserve to get disqualified because the FIA could find a litre of fuel in his car. And what a result for Ocon. It must give Russell and Norris a boost.

Rossi is retiring. I wouldn't count on that, although I think perhaps, he should as the youngsters are getting quicker all the time! World Super bike has been a bit more open so far and rumour has it that Johnathan Rae may be going to Moto Gp next year. I'm not sure how we will watch Le Mans this year. My son has a large screen for outdoors viewing and if the weather is kind, with a few beers and a fire pit, that will have to do for this year.

Gordon Levett